FROM: P. O. Box 9007
Berkeley, CA 94709 USA

First Class

To:

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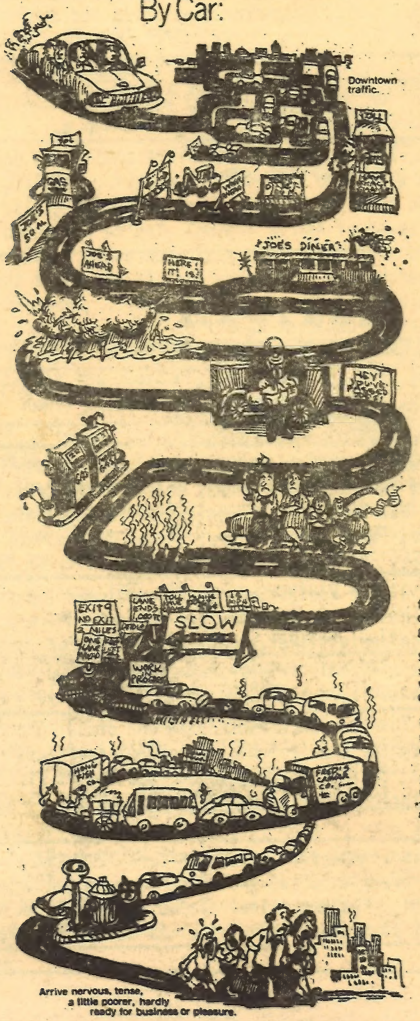
FIRST CLASS
U.S. POSTAGE
PAID 10¢
PERMIT 1083
BERKELEY, CAL.

THE HARD WAY. THE EASY WAY.

By Car:



By Amtrak:

No matter how you look at it, going anywhere these days by car can be a real drag. And when you consider the high price of gas and the low mileage you get, you're better off taking Amtrak.*

Once aboard, discover the real ease of traveling. See the country like you've never seen it before. Get a snack, take a snooze . . . really relax in comfortable wide seats. And if you're going a long way, Amtrak has complete dining and sleeping facilities.

Amtrak makes traveling with your family economical with special family plan rates. Whether it's a business or pleasure trip, you can be sure the going and coming will be easier on Amtrak.

For information and reservations call Amtrak or your travel agent. See for yourself why it's easy come, easy go to over 480 cities in the U.S.A. on Amtrak.

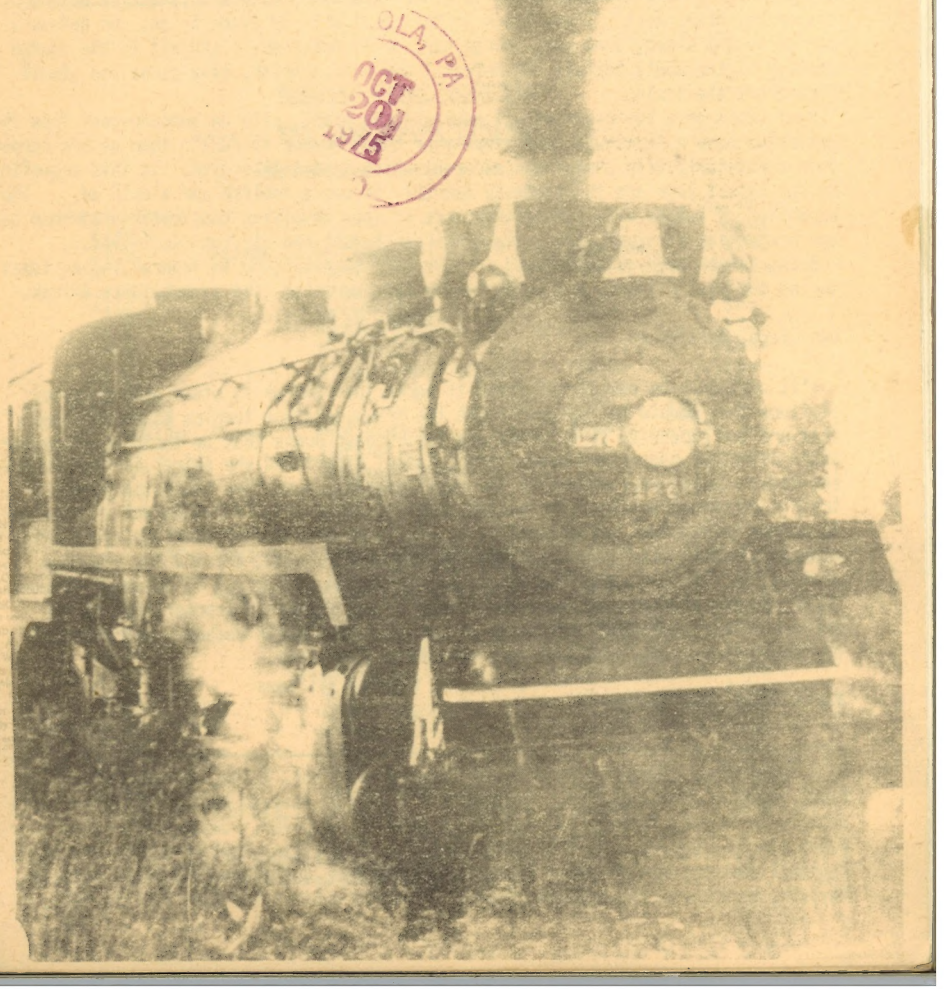
*The estimated cost of driving an average car is 17¢ per mile including gas, oil and depreciation, and excluding tolls, parking, etc.

Amtrak
Easy come, easy go.

35¢

VOL.5 NO.19
FIRST ISSUE OF
OCTOBER 1975
Issue #117

RAIL TRAVEL NEWS



ON THE COVER

(Front cover) On the trial run of the Vermont II Express, the train was hauled by ex-Canadian National steam locomotive 1278, seen in Bennington, VT on Sept 8. This photo accompanies the article in our last issue on plans for this new excursion run. Photo by George Lerrigo.

(Rear cover) The latest in Amtrak's series of "Easy come, easy go" newspaper ads, run in many parts of the U.S. This example compares auto and train travel. Amtrak said the ad campaign, which began Sept 15, puts newspaper insertions in once weekly for a month, with five weeks of radio spot announcements. The ads appear in 108 newspapers and on 246 radio stations in over 80 cities outside the Colonial Corridor. Amtrak called the campaign probably the biggest they've ever run.

LETTERS

(To National Ass'n of Motor Bus Owners) This message is in regards to your full page ad in the Wall Street Journal dated 9-24-75. Since May 1972 I have traveled on Amtrak over 40,000 miles for the following reasons:

In 1952 I rode an inter-city bus from Miami to San Diego. For several days my back ached and I suffered leg cramps. Occasionally I used a bus to make Amtrak connections. I smoke, and I find that the last 4 seats (where smoking is permitted) are occupied, so I have to sit with persons who have not bathed recently. I am a bachelor and on one bus trip I had to sit with a woman with a crying baby with a diaper bag at my feet. I was stuck in this seat with no place to go. On Amtrak I can go to the diner, dome car, lounge car, or if necessary I can sit in the lounge section of the men's toilet. On Amtrak I can have a drink, play cards and stroll throughout the train.

Rest stops on a bus occur at all hours of the night, with an announcement from the driver"we have a 30-minute rest stop--your coach number is 2021"; then we are herded into a cafeteria with cheese and macaroni which tastes like glue. Is this traveling? Do you expect your ads to eliminate Amtrak? It was a foolish and stupid ad... The expansion of Amtrak will create thousands of jobs involving construction of road beds and production of steel, ties, electronic equipment and station facilities...

Being single with no dependents, I have paid over $35,000 in federal income taxes during the past 6 years, and I hope that every cent was used to subsidize Amtrak.

Richard R. Wilhelm

San Diego, California

I'll certainly be one of the first to agree that Amtrak is stuck with numerous stations that should be replaced--both the transportation temples of another era that are too expensive to maintain and the rundown dumps that by their very squalor scare potential passengers away. But I cannot understand why Amtrak insists on going about station replacement in the worst possible way. One of the passenger train's strongest selling points--and one that Amtrak itself points out in ads--is "downtown to downtown convenience." So why is it that in new stations built (Cincinnati, Jacksonville), nes stations a-building (Richmond, VA) and new stations planned (St. Louis) Amtrak insists on locating them as far out of downtown as possible? Moving stations out into the boondocks was a basic characteristic of the anti-passenger management mentality of the last pre-Amtrak decade. Amtrak should be trying to make new stations more convenient, not less.

G. Gerrish Williams

Maple Shade, New Jersey

Rail Travel News (formerly Rail Travel Newsletter), Vol. 5, No. 19 (Whole No. 117). First issue of October, 1975. Copyright © 1975 by Message Media. Published twice monthly by Message Media, P.O. Box 9007, Berkeley CA 94709. Subscription $8.00 per year; single copy 35¢. STAFF: James Russell, Editor; Paul Rayton, Editor-at-Large. Regional Correspondents: Peter Putnam Bretz, Malibu; Jack Ferry, Chicago; Kenneth Maylath, Baltimore; Peter Roehm, Boston. Mailing date this issue: Oct 15, 1975.

On the cover of the first September issue, I see that you have a picture of the very train I was on (SAN FRANCISCO ZEPHYR #5, Sept 1). The consist that day was as follows: engines 628, 622; cars 1168, 1095, BN 710, 5014 "Silver Bit", 4739 "Silver Halter" (to be Amtrak 5016), 4813, 9372, 8054, 2200 "Silver Dove", 2613 "Pacfic Gardens", 2653 "Silver Cliff", Great Western Tours "Redwood," and 7518. Upon leaving Denver, electrical problems occurred in cars 5014, 9372 and 2653. When we reached Ogden, power was partially restored to 9372 and 2653.

I noticed the next day when #6 was eastbound with the same consist, that 5014 was cut in ahead of the mail cars.

On Sept 6 we left for our return trip to Omaha and that train consisted of: engines 625, 620; cars 1008, 1571, 4858, 4744, 4578, 2826, 9372, 8050, 2672, 2632, and 7521-7522. The problems plaguing 9372 still had not been solved; as we ascended the Sierra it grew steadily warmer. The air conditioning was only working in the lower portion of the lounge, and as a result most people left after arrival in Reno. In Denver they added only two cars: 4722 (9462) and 8085, a former SCL diner being used as a diner-lounge.

I can't understand why Amtrak doesn't speed this train up as it has to either wait for time or is far enough ahead that it just pokes along. Easily 2 or 3 hours could come out of the schedule.

Lane Sands

Sioux City, Iowa

REGULAR DAILY SCHEDULE

THE LAKE SHORE LIMITED

(Effective October 31, 1975)

(Read down) #449				(Read up) #448
240p	Leave	Boston	Arrive	420p
245p*		Back Bay		*415p
317p		Framingham		336p
344p		Worcester		300p
457p		Springfield		127p
632p		Pittsfield		1158a
902p	Arrive	Albany-Rensselaer	Leave	935a

#49				#48
615p	Leave	New York (Grand Central)	Arrive	1215p
712p*		Croton-Harmon		**1115a
755p*		Poughkeepsie		**1029a
810p		Rhinecliff		1014a
832p		Hudson		952a
905p	Arrive	Albany-Rensselaer	Leave	925a

925p	Leave	Albany-Rensselaer	Arrive	905a
1116p		Utica		716a
1200m		Syracuse		625a
133a		Rochester		457a
255a		Buffalo		345a
515a		Erie		125a
730a		Cleveland		1120p
810a		Elyria		1040p
1000a		Toledo		850p
115p		Elkhart		535p
140p		South Bend (EST)		510p
240p	Arrive	Chicago (CST)	Leave	215p

* Receiving only
** Discharging only

LONG-AWAITED CLEVELAND TRAIN READY TO RUN

The schedule on the preceding page is that of the new Chicago-New York/Boston Amtrak train via Cleveland, the LAKE SHORE LIMITED. The first runs will be Oct 31. Amtrak also announced a special press run from Chicago leaving Oct 28, carrying federal, stateand local officials, the press, and Amtrak and railroad officials. The press train will leave Chicago at 7am, arrive South Bend 10:05am, leave South Bend 10:25am, arrive Elkhart 10:45am, leave Elkhart 11am, arrive and leave Toledo 2:20 and 2:40, arrive and leave Elyria 4:25 and 4:45, arrive and leave Cleveland 5:20 and 5:50, arrive and leave Erie 7:55 and 8:15, and arrive Buffalo 10:25, where the train will pause overnight.

On Oct. 29 the press train leaves Buffalo at 7am, arrive and leave Rochester 8:10 and 8:25, arrive and leave Syracuse 9:55 and 10:10, arrive and leave Utica 11 and 11:15, arrive and leave Albany 1 and 1:30pm, arrive and leave Pittsfield 3:55 and 4:15, arrive and leave Springfield 5:40 and 6:10, arrive and leave Worcester 7:45 and 8:05, arrive and leave Framingham 8:45 and 8:55; and arrive at Boston at 9:40pm. Inaugural ceremonies will be held at the various stops, except at Chicago and Boston, which will have them Oct 31 in conjunction with beginning revenue service.

Amtrak described the train as follows: "(it) will offer all the amenities of an all-reserved, overnight train. In typical revenue service it is expected to consist of 2 coaches and one sleeping car in its Chicago-NY section and 3 coaches and one sleeping car in its Chicago-Boston section. In addition the train will carry a dining car and lounge-food service car, baggage cars for both sections, and a crew dormitory car."

The one-way coach fare NY-Chicago is set at $48; Boston-Chicago $55; NY-Cleveland $34; Boston-Cleveland $43. First class roomette fares are Boston-Chicago $107.25; NY-Chicago $94.75; Boston-Cleveland $70; NY-Cleveland $64.50.

The Ohio Association of Railroad Passengers is providing free maps showing the locations of the three Ohio points served by the train (send large stamped envelope to OARP, Box 653, Xenia OH 45385)--Cleveland, Elyria and Toledo.

On the eve of the startup of the new service, Ohio lawmakers were pressing for more Ohio Amtrak service. Among proposals were a second, daylight train on the BROADWAY LIMITED route, Turboliner service between Buffalo and Cleveland, similar service between Cleveland, Columbus and Cincinnati, and between Pittsburgh and Cleveland.

Amtrak reportedly will lease three diner-lounges from Canadian Pacific for use on the LAKE SHORE LIMITED.

AMTRAK TO TAKE OVER ROCK ISLAND PASSENGER SERVICE

Oct 26 has been set as a target date for an Amtrak takeover, under a partially state-supported 403-B arrangement, passenger runs of the bankrupt Rock Island Lines. Unofficial reports say that part of the agreement is that the Peoria-Chicago train will be dropped. Bus service would be provided from Peoria to Bureau, connecting there with the train to Rock Island. The 47-mile line between Peoria and Bureau is in very bad shape. It is not known if Amtrak will obtain the passenger cars of the RI, but it plans to use its own equipment on the trains. The runs will be out of Chicago's La Salle Street station for the time being, with a later move to Union Station, eff3cted by one of two possible arrangements: (1) a crossover at Inglewood from the PC; (2) running over Grand Trunk's Blue Island line and Santa Fe from the latter's Corwood Yard into union station. All Rock Island parlor car service was discontinued on Sept 30.

LONG LEGAL BATTLE OVER NORTHEAST RAILROADS PREDICTED

The Wall Street Journal has reported (Oct 13) that observers predict a legal battle of at least 15 years before the financial arrangements involving the federal takeover of the bankrupt Northeast railroads are settled. Chances seem to be that Congress will approve the Conrail plan and leave the courts to hash out the problem of reimbursing investors.

WESTWARD HO 1975

Kenneth A. Maylath

Completing my stay at the National Railway Historical Society Convention in Knoxville (1st Sept issue), I was off for nearly three weeks of assorted travel experience in the U.S. and Canada. This came as the summer season moved to a close with Amtrak ridership climbing above year-earlier totals for the first time in 1975.

On balance, I found more good than bad, and a trend to improvement. No significant delays in my rail travel, no confusion about reservations, equipment in reasonably good working order, few sub-par crew members. I also found that many people are still sampling Amtrak for the first time, even tho it's been with us for more than four years now. It seems quite appropriate that the idea of rail travel be pushed in the media, as it is in Amtrak's recently inaugurated ad campaign. There's still an untapped market out there, as shown by the success of the Chicago-Detroit Turbos.

A few hours on a Trailways 5 Star bus run brought me to the country music capital of Nashville and a rendezvous with the FLORIDIAN in the midst of the Labor Day weekend. This was to be a new train and new route for me--including the interesting re-routing over the former Monon. But there was some uncertainty as well, given the negative publicity about the train during the past couple of years--undependability, rough track, rude personnel. A close second to the JAMES WHITCOMB RILEY perhaps in bad reviews.

Nashville's 75-year old station building is out of service, due to poor interior condition. It looks alright outside. So, Amtrak is holding forth in a small, prefab-type building on a corner of the parking lot while another temporary facility (in a former baggage room) is readied. Capacity of waiting area: about 10. But the furnishings were pleasant and the air conditioning nice on a warm afternoon.

Word was that #53 would be early--giving time for a couple of pictures from street level before heading down the stairs under the huge trainshed. Early it was--in 15 minutes before the 5:40 due time.

A pair of Amtrak units were trailed by two baggage cars, coaches 4401 and 5674, lounge 3360 "Chessie Club," sleepers 2776 and 2689, diner 8060 (ex-SUNSET LIMITED), dome coaches 9545 and 9476, and dorm 1522.

The air conditioning was doing a satisfactory if not sensational job as I slipped into my roomette in 2776--a former ACL car of 1949 vintage. Things got off to a positive start as the conductor went out of his way to make sure I was aware of the controls in the room and the location of the lounge, diner and dorm cars.

Back to the first dome for a little viewing before darkness and dinner, as we wound out of Nashville and north over generally twisting L&N trackage. Maintenance of that trackage was generally fair--but with some heavy work in a couple of places as welded rail goes in. Slow orders for the work put us a bit behind schedule at Bowling Green as I headed to the diner. I had to settle for second choice because my first, fish, was gone. But I couldn't complain about the service or the food.

A middle-aged woman who joined me at the table definitely did have a complaint--and it didn't concern the food. It was just awful and terrible, she told me, and no wonder that rail travel is having its problems. I had visions of the poor soul riding in a non-air conditioned coach full of drunks all the way from Florida--or something like that. When I said I had just boarded at Nashville, she said she had boarded at Bowling Green--15 minutes earlier. What, I wondered, could have taken place in that short time to touch off such an outburst? Her assigned seat was occupied. There was a pretty good crowd aboard, but the train wasn't so jammed that finding an alternate seat posed any problem. I guess it goes to show that some people are more easily pleased or displeased than others.

We moved on thru the darkness to an arrival in Louisville a few minutes late, with no incidents or further delays. Then came the slow process of getting across the river to Indiana and the former Monon trackage. It was a 40-minute operation, including a nearly 10-min backup out of the station, before we completed our run across the bridge and down the streets of New Albany, Indiana.

There's little comparison between the Monon and the "regular" Penn Central route. At moderate speeds the ride was fine--definitely better than average. Sleep was no problem. I awoke early, as planned, and could see that we were making good progress. At 5:15 we clicked across the PC crossing at Shelby, less than 55 miles from Chicago. The last few miles would be slow, of course, backing onto the PC main in south Chicago just as the JAMES WHITCOMB RILEY does after leaving the C&O. We were at Hammond at 6:00, making an on-time appearance in the Windy City quite probable. Indeed, we made it with a couple of minutes to spare.

Since my trip, the schedule has been changed to allow more time on the Monon, with the Lafayette and Bloomington stops added. This should make dependable operations no problem.

REISTRUP EVALUATES THE AMCOACHES

We've printed several evaluations of Amtrak's new Amcoaches from riders and operators, but we wondered how Amtrak's President reacted to the new equipment. In an inter-office memo late in August Mr. Reistrup wrote his comments on the maiden voyage of the cars, on train 179 from Boston-Providence: "The cars certainly are as nice in motion as they are standing still and ride at least as well as what I had considered the best-riding cars in the country--the Milwaukee Road home-built Hiawatha cars. The crews seemed to need a lot more training before they go out on a maiden voyage. Everyone was running back and forth with a lot of perspiration on their brows, and the men really didn't know how to operate the doors. I experienced no door problems other than the men who didn't know how to work them.

"There was a power failure going into Providence which reportedly was corrected. There seems to be a very repetitive problem with blowing fuses on the control panel ... All people involved in new equipment design and procurement must insure that equipment involved in providing air conditioning and heating be as reliable as engines on jet airplanes. We are not flying and do not have that safety problem, but our passengers are entrapped in steel vehicles and we must have heat and air conditioning. 99-44/100% is not good enough when all of the power comes from the head-end of the train."

Riding his favored Milwaukee Road cars on train 323 on Aug 14, Mr. Reistrup commented: "This train had 81 aboard and was all okay in every respect. The coaches were former Milwaukee, still painted yellow, but were in perfect operating condition and still rode quite well. Thankfully, the Amcoaches seem to have at least an equivalent ride."

an "accommodation train"

On the same trip, Mr. Reistrup discussed the BROADWAY LIMITED, train 441/41, which he rode Aug 13-14: "The BROADWAY is certainly not a very plush train. It reminds one of what might have been called an 'accommodation train' years ago handing mail, express, chickens, milk, cream, butter, sleepers, coaches, (and sometimes even a parlor car) with food service usually available. For what may be our heaviest long distance route, we certainly must do better... we will put together a train which we can be proud of. The train had over 500 people aboard, including more than 120 sleeping accommodations.

"There were a good many equipment difficulties, and all were reported because of their serious nature directly to the Mechanical Dept. at Chicago. In general, the end doors of the 5200 series, former SCL cars, are all bad. It is hard to find one that is in good shape. Now that we are getting Amcoaches and have some room to maneuver, we should take the worst ones, one at a time, and either fix them or take the cars out of service. It is a great mystery to me that we can spend up to $120,000 on a car at a heavy shop and yet have it come out with doors that don't work. There

were several air conditioning failures... Car 5251 was warm and the end door jammed so that passengers in the first 3 cars were trapped and could not get back for coffee. The car also seems to have a leak because it runs out of water very quickly. Car 5256 has a bad vestibule end door. Car 5271 was hot and apparently had a bad clutch. Car 2554 has a leak from the ceiling opposite the water cooler, which probably is the air conditioning evaporator. Cars 5260 and 5257 have inoperative end doors.

crews demoralized

"My general impression is that the crews on this train are demoralized and lack the spunk that they have on many of our operations. I do not feel that it is my job, as President, to go around instructing service attendants to fill out Forms 1000-A, altho I do spot-check them. To my knowledge, none of the equipment failures had been placed, by the crew, on the form in the appropriate manner. This was checked out by the on-board services supervisor in the morning and found to be true. We need training, discipline, responsiveness, and first of all, pleasant crews when we are handling so many people on a train that lacks so many good features."

pat the car on the side

On the NIGHT OWL, train 66, on the same evaluation trip (Aug 17-18), Mr. Reistrup encountered an old friend: "The 16/14 sleeper named "Robin" is a very old friend and certainly looked very nice in its newly refurbished get-up. It still rides like it always did, and I suppose my complaint is somewhat a personal prejudice. I would guess that the wheels are somewhat worn. When the train gets above about 60-65mph, the car begins to do a little dance. The most serious problem on the train was car 3964, which has an electrical problem that I am not familiar with. There was some sort of a gizmo that looked like a long cylindrical solenoid, close to a foot long and about 4 inches in diameter, which was jiggling both to the left and the right and rotating at the same time, while the lights blinked in what appeared to be a cycle of voltage from a low of 30 volts to a high of about 120 volts. I don't know whether any of our passengers were distracted by this blinking as I was, but they very quickly closed their eyes and hopefully slept all the way. This voltage problem apparently is experienced each trip with each end's mechanical people patting the car on the side and telling the crew, 'It'll get better when you get out on the road...' Let's get the car fixed since the fluctuating voltage even tripped the circuit breaker for the coffee maker so there wasn't even any coffee on the train.

"Coach 5426, which was not open for service until Providence, seemed warm. Is the crew pre-cooling this car enroute--turning on the air conditioning say at New Haven, to make sure that the car is comfortable on arrival in Providence where the commuters are boarded?"

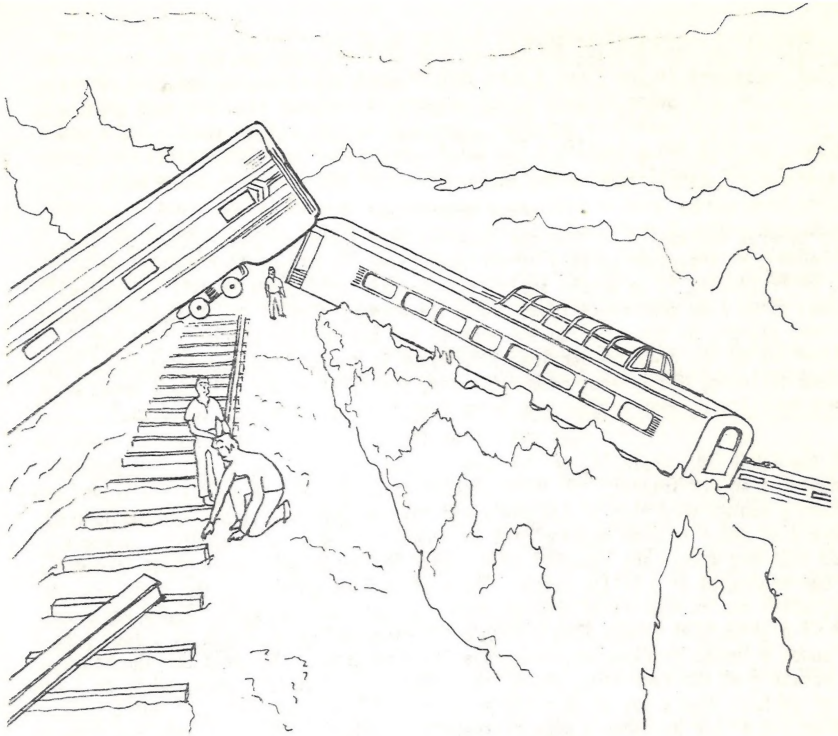
an airplane on wheels

On this trip Mr. Reistrup made his first visit to the Fields Point Turbo facility in Providence. "At long last I visited this installation, which has been at the forefront of the transportation news since the 1960s. Considering that the equipment being maintained is in effect an operating prototype, the effectiveness of the maintenance activity is probably coming close to being maximized. Good records are being kept, the shop seemed orderly, abiding by railroad safety practices, in spite of the fact that the thing they are maintaining looks like an airplane on wheels.

"It appears that the shop management and personnel are trying to stay ahead of the maintenance problems by replacing major components prior to failure. As we all know, the train still fails all too often and is probably most uneconomical when maximum capacity of two trains is only 240 seats and one of the trains pulls only 196.

"The future of the United Aircraft turbos will be determined at a later date."

BACK ISSUE CLEARANCE SALE! To make storage space, we are selling odds and ends of back issues of RTN of the years 1971-73 at just 5 for $1.00. However, the selection of dates is ours, as many numbers are sold out. We will start with the oldest and run in time sequence in filling your order. Get these "collector's items" while the small supply lasts. Rail Travel News, Box 9007, Berkeley CA 94709.



THE DERAILMENT OF THE FLORIDIAN

Amtrak train 52, the southbound FLORIDIAN, derailed northeast of Pulaski, TN at 12:53pm Oct 1, a mile south of the small community of Frankewing. The train was said to be traveling at 60mph, apparently under slow orders in the normally 70mph single-track section of wooded hills. There were 70 people aboard--49 passengers, 15 Amtrak crewmen and 6 L&N crewmen. Amtrak said that 35 persons were taken to hospitals, and 27 of them retained overnight. Of the remaining 8, 2 or 3 had injuries classified as serious, Amtrak said. On the day following the accident, a Federal Railroad Administration inspector at the scene suffered a fatal heart attack. No cause of the wreck was given, pending completion of the investigation. Early reports said that the second locomotive was the first to leave the rails, pulling with it 11 of the 12 cars, the first nine of which overturned. The consist included two dome coaches and a tavern-lounge observation. The following cars were still at the scene the next day: 8064 (overturned down embankment), 5468, 3340, 9543, 9462, 2801, 2699, and two baggage cars. The last two cars (numbers unknown) remained upright but derailed at the scene.

The artist's sketch above gives an indication of the uneven terrain which made the derailment one of Amtrak's most spectacular and violent. The Air National Guard assisted the rescue with a helicopter. An engine with caboose was moved onto the scene to bring the injured a mile down the track to waiting ambulances. One newspaper report said that one of the Amtrak crewmen was off duty, about to be laid off in Amtrak's economizing crew reduction, but stayed with the passengers to calm them, following his Amtrak instruction. The rescue operation required about 2 hours, and track repairs were completed within 24 hours. Most of the passengers were bused on to their destinations late the same day. (This report prepared with the assistance of Dr. Charles A. Dunn and a number of other readers.)

Rail Canada

THE LATEST DISASTER in the checkered history of the Turbo Train occurred Sept 23 when a CN Turbo running from Toronto to Montreal caught fire at Riviere Beaudette, about 30 miles southwest of Montreal. The fire began in the engine room and eventually damaged the bar-lounge and first passenger car as well. There were 170 passengers aboard who were evacuated along with the crew, with no injuries. The fire melted the metal of the lightweight train. CN said repairs would require at least 6 months. A Montreal-Ottawa Turbo was used to replace the damaged equipment on the Toronto-Montreal run, and conventional equipment substituted for the Ottawa run. CN spokesmen used the occasion to emphasize its pressing equipment shortage and urged the government to move on pending transportation funding decisions. The cause of the fire was not known. The damaged train was towed to Montreal. Firemen battled the blaze for two hours.

A MINOR DERAILMENT hit the British Columbia Railway when its Royal Hudson steam excursion train had one car derailed by a split switch Sept 28. The incident occurred at the B.C.R.'s yard in Squamish, and delayed the train 90 minutes on its return trip to North Vancouver. There were no injuries, and the train was to resume its excursion runs Oct 1.

A COLLISION BETWEEN the B.C. Railway's Dayliner 2-car RDC set and a loaded logging truck occurred 3 miles south of Quesnel at a crossing about 9:50am on Oct ?. There were 16 passengers and 3 crewmen aboard the train, and 12 were reported injured, with two of them hospitalized in satisfactory condition. There was extensive damage to the lead RDC unit. Police cited the truck driver.

NEW TRANSPORT MINISTER for Canada: Prime Minister Trudeau has moved Otto Lang, 43, into the position of Canadian Transport Minister, replacing Jean Marchand, who has been named Minister Without Portfolio while he rests for health reasons. The move, which came late last month, elicited the following evaluation of Lang from the Toronto Globe & Mail: "Considered a very ambitious man by his colleagues in the cabinet, he is admired for his intellectual ability and poise in answering hard questions in the House. But he also seems opinionated, lacking in warmth, and lacking in political judgment." Lang said he expected little change in the direction or pace of the national transport policy reviews set in motion by retiring minister Marchand.

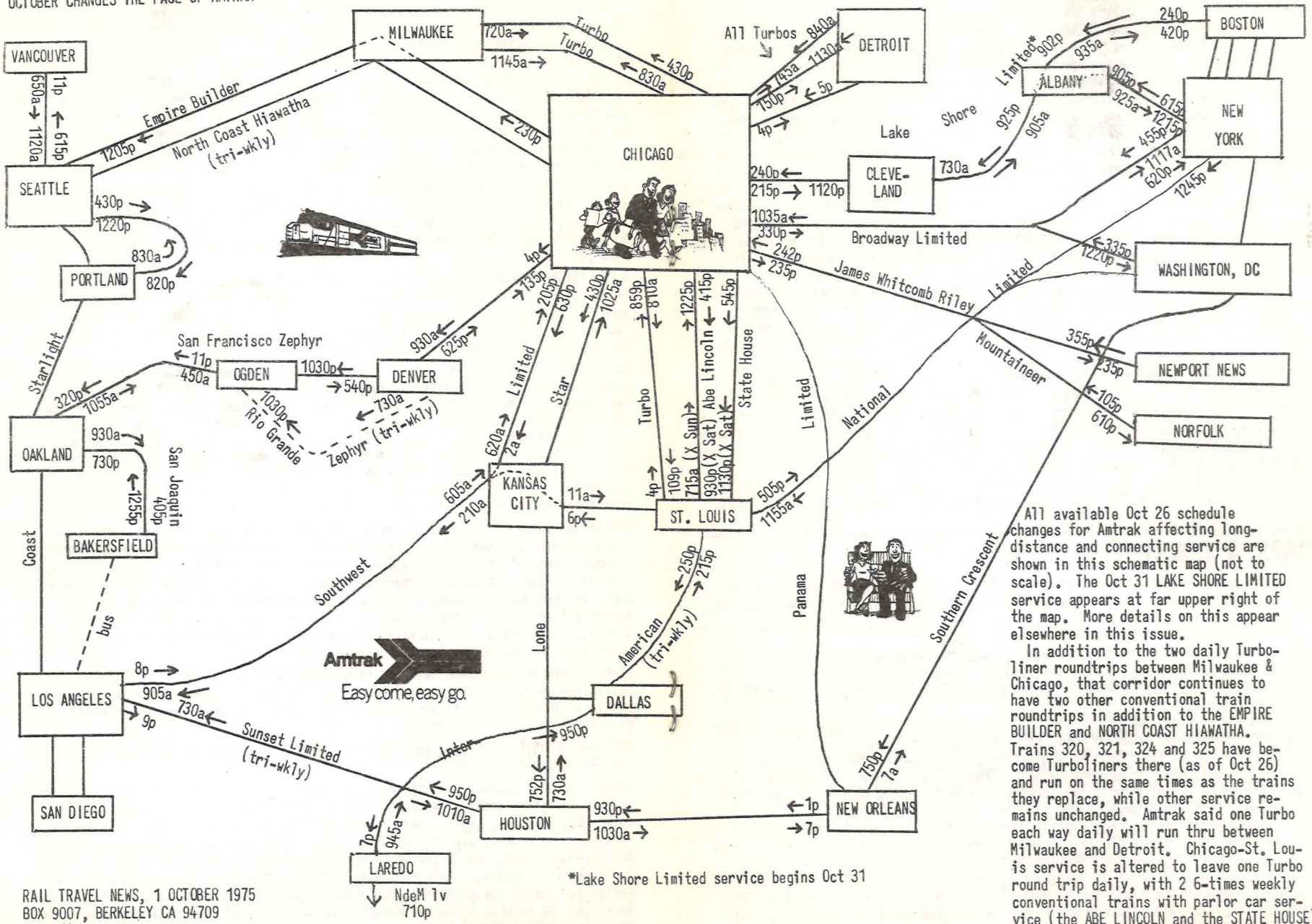
GOSSIP IN OTTAWA is now tracing, more than ever, Garth Campbell's appointment as CN passenger vice president to a fear by CN president Robert Bandeen of formation of a Canadian "Amtrak" one year ago. Campbell's return to CN from his post as an executive in the Canadian postal system is now seen purely as a defense move on Bandeen's part, and Campbell is viewed as basically ineffective in developing CN service. A better bellwether to CN service may be the bad schedule of the SUPER CONTINENTAL, now a 4-nights-out train, just as in 1925 when new locomotives became available a few years after CN was formed from the bankrupts.

TORONTO TRANSIT COMMISSION switched to an exact-fare system Sept 15. The Commission called the switch a great success. The move was made to reduce robberies of drivers, and it is in effect on all surface vehicles, but not subway. Ottawa announced that it will also adopt the system Nov 5.

MONTREAL TRANSIT SYSTEM was shut down by a strike from Sept 18 thru Sept 28, the second strike within a month.

WORLD'S LARGEST AIRPORT, the Mirabel, was opened Oct 4 to serve Montreal. The $500 million facility, costing twice its original estimate, was 5 years a-building and covers 88,000 acres. Unfortunately, the cab fare to Montreal is $30, and the bus fare $5. Controversy over the airport included its price tag and the huge land condemnation required. Now (late Sept) Ontario has decided it doesn't want the projected Pickering Airport, serving Toronto. Outgoing transport minister Marchand was reported furious at the decision. But Ontario spokesmen charged there is an "air orientation"in the federal Transport Department, and said that the province wants to put money into better trains if the feds can only get together an integrated transport policy. Energy and environmental considerations have changed the province's views of increasing air travel.

OCTOBER CHANGES THE FACE OF AMTRAK



*Lake Shore Limited service begins Oct 31

All available Oct 26 schedule changes for Amtrak affecting long-distance and connecting service are shown in this schematic map (not to scale). The Oct 31 LAKE SHORE LIMITED service appears at far upper right of the map. More details on this appear elsewhere in this issue.

In addition to the two daily Turboliner roundtrips between Milwaukee & Chicago, that corridor continues to have two other conventional train roundtrips in addition to the EMPIRE BUILDER and NORTH COAST HIAWATHA. Trains 320, 321, 324 and 325 have become Turboliners there (as of Oct 26) and run on the same times as the trains they replace, while other service remains unchanged. Amtrak said one Turbo each way daily will run thru between Milwaukee and Detroit. Chicago-St. Louis service is altered to leave one Turbo round trip daily, with 2 6-times weekly conventional trains with parlor car service (the ABE LINCOLN and the STATE HOUSE).

In addition to the changes shown on our map, Amtrak announced more schedule changes in Northeast corridor trains, and relatively minor adjustments elsewhere. In the NY-Buffalo "Empire Service," Amtrak will have train 73 leaving NY at noon and reaching Buffalo at 8:23pm. Train 79 (a new number) will leave NY at 2pm and reach Albany at 4:50pm. The EMPIRE STATE EXPRESS will leave Detroit at 8am (15mins later) and will now make stops in these Canadian points (but not for intra-Canada riders): Windsor, St. Thomas, and Fort Erie. The SALT CITY EXPRESS, train 62, will depart from Syracuse NY slightly later, at 7:10pm. The ADIRONDACK will have minor schedule changes north of Albany. The BROADWAY LIMITED's schedule has been lengthened (as reflected on our map) by 1½ hours to accord with its actual running time. Amtrak confirmed our earlier report that the Washington section of the train will run via Wilmington and 30th St. Philadelphia, allowing the main New York section to travel nonstop between Trenton and Harrisburg, where the two join up. The NATIONAL LIMITED schedule on our map is 2 hours longer than before, reflecting realistic running times. The BLUE RIDGE will make its return trip to Washington 30mins earlier on weekends, with the westbound schedule unchanged. Metroliner 112 will stop at North Philadelphia to protect the NATIONAL LIMITED connection and will no longer stop at Metropark, while Metroliner 114 will add a stop at Metropark. There are analogous changes in Metroliners 117 and 121 to make NATIONAL LIMITED connections.

In other parts of the system, the INTER-AMERICAN has been re-routed on the Katy line, and running time cut 55mins (however, there still is no wye at Ft. Worth, and the MoPac continues to require the train to run at freight train speeds). Amtrak said that Arlington, TX will be added soon as a stop for the LONE STAR. The Chicago-Detroit service has been speeded up. The BLUE WATER is speeded up by 10-15mins. It will leave Pt. Huron at 5:45am, arriving Chicago at noon; leaving Chicago at 3:25 pm and reaching Pt. Huron at 11:30pm. There are minor schedule adjustments for the PANAMA LIMITED, tho not in end-point times. The SUNSET LIMITED will add Schriver, LA and Benson, AZ as stops, and discontinue Alhambra, CA. The COAST STARLIGHT will have minor internal schedule changes. Winnemucca, NV will be added as a flag stop for the SAN FRANCISCO ZEPHYR. The EMPIRE BUILDER will make a flag stop at Stanley, ND.

These schedules are as accurate as we can make them with our advance information. Readers are advised to verify times with travel agents or carriers before planning trips.

CARS & CONSISTS

Canadian Pacific train 11, Sept 15: engines 4072, 4070; baggage 2749, dorm 616, coach 103, dome Skyline 500, sleepers "Dufferin Manor," "Chateau Latour", diner "Champlain." CP train 12, Sept 15: engines 4074, 4067; dorm 603, coach 127, dome Skyline 501, sleepers "Sherwood Manor," "Chateau Brule", diner "Emerald."

Canadian National SUPER CONTINENTAL train 3, Sept 15: engines 6771 (FA), 6622 (FB); baggage 9632, coaches 5525, 5583, 5714; lounge "Vogue"; diner 1372; sleepers "Ernestown (4-8-4), "Ethelbert" (4-8-4), "Vermillion River" (10-6), "Indigo" (24-rmt), and "Edmonton" (4-8-4).

FLORIDIAN #53 at Miami Sept 6: engine 600, U.S. mail car 1192, sleeper 2231 "Hialeah", diner 8090 "Fort Drum", coaches 4568, 4582, baggage-drom 1525.

SILVER METEOR #84 at Miami Sept 7: engines 644, 645; bag-dorm 1420; coaches 4402, 4443, 5464, 4451, 4560; tavern-lounge 3314; diners 8083 "Greenville" and 8086 (no name plate; should be "Plant City"); sleeper-lounge 3227 "Virginia Beach"; sleepers 2805 "Allegheny", 2779 "Colleton County", and 2240 "Monticello."

COAST STARLIGHT #11 at San Jose Sept 19: engines 570, 568; baggage 1022; bag-dorm 1510, coaches 4492, 4544, 4506, 4495; lunch counter diner 8106; coaches 4872, 4826; lounge 3350; diner 8034; sleepers 2727 "Pine Pass," 2728 "Pine Peak," 2365 "Regal Hill," and diner 8065 deadheading Oak-L.A. Train 14 at Oxnard, Sept 21: engines 556, 569; baggage 1065, bag-dorm 1501; coaches 4519, 4821, 4815, 4462; lunch counter diner 8102; coaches 4482, 4855, 4857; lounge 3351; diner 8031; sleepers 2723 "Pine King," and 2710 "Pine Arroyo."

Mixed Train of Thoughts

RAILROAD INDUSTRY OBSERVERS believe that the "four special diesel train sets" included in Amtrak's proposed $448 million equipment order are Canadian LRC trains to be tested on its lines. An Amtrak spokesman reportedly confirmed that the corporation is considering purchasing the lightweight trainsets..... OREGON TRANSPORTATION COMMISSION approved late last month a plan for additional Amtrak service between Portland and Eugene, with stops in Woodburn, Salem and Albany. A shuttle bus would connect Albany and the university town of Corvallis..... THE TURBOLINER ACCIDENT reported here last issue, in which a school principal and 5 of her students were killed in a grade crossing auto wreck, has stimulated a great deal of reaction in the Midwest. Two Chicago TV stations, WMAQ and WLS got to work on filming the Chicago-St. Louis line from the engineer's viewpoint, and it made scarey watching. Amtrak said that 12 persons have been killed in 21 crossing accidents in the little over 2 years since the French trains were introduced to the route. Six of those deaths came in the Sept 22 accident. Observers said that the crossing site had good visibility. Evidently the coupler of the train did much of the damage to the auto and its occupants, striking the car right in the middle. The American-type couplers were added after the trains were shipped to this country..... THE METROLINER TELEPHONES have gotten a reprieve for a month--until Nov 30, by the action of Northeast senators who will investigate the costs involved with the telephone company.....

* * *

COOK CONTINENTAL TIMETABLE changed a 102-year old tradition Sept 1 when it redesigned its cover to a flame-red design with a modern electric train in placeof the clock face. The former orange color (except for the Mar 1973 Centenary Issue) has been used since March 1873. Single copies of the publication cost $4.25 by sea mail or $7.50 air mail in the U.S. and Canada, from Thomas Cook Ltd., Timetable Publishing Office, Broadway Court, Peterborough PE1 1RU, England..... AN ECONOMY MOVE by Amtrak is seeing a reduction of on-board crew members by 15%, effective Oct 15, and Amtrak employees are complaining. It is said that on the SOUTHWEST LIMITED, for example, 2 waiters, and 2 cooks, along with the steward, constitute the dining car crew. One report says that over 90 men were laid off the SAN FRANCISCO ZEPHYR crew alone. Says one employee, "They put the porters into the kitchen; some of these men have never waited tables, in fact, have never even poured a glass of wine. But two men do the job that would take five, which results in poor service to the traveling public." He suggests writing congressmen, senators and the DOT.....

* * *

CANADIAN PACIFIC BYGONES has issued their new 1975 catalog, with 1500 items for collectors. Write: Mr. Denis Peters, CP Bygones, Room 117 - Windsor Station, Montreal P.Q. H3C 3E4, Canada..... OUR LAST ISSUE noted the return of the BANKERS after a 2-year absence in the Northeast. Now newspapers in the area have editorialized about the lack of promotion of the train. While praising the new service, one editorial noted that Amtrak "seemed to go out of its way NOT to tell anyone about the new schedule"..... ARGENTINIAN TRAIN CRASH took the lives of 30 persons Sept 29. A passenger train was struck from the rear by a commuter train 30 miles north of Buenos Aires. Another 100 were injured..... "PLEASE BE ADVISED" came the teletype to railroad people in the East Sept 26 during the flooding reported on last issue, "that Washington is surrounded by high water and flooded conditions. Trains are being terminated north and south of Washington. Florida service has been particularly aff3cted. No trains can continue thru Washington north or south. Metroliners are being terminated in Baltimore, some conventional trains will eventually get thru"..... FEDERAL RAILROAD ADMINISTRATOR Asaph Hall was asked by Railway Age (Sept 29 issue) if he was "happy with the way Amtrak is being operated these days", and he replied that "Paul Reistrup has been doing really an excellent job in going out and personally looking at the operation and determining where improvements can be made".....

PRIVATE OBSERVATION CAR "La Condesa" will run for the first time on the rear of the COAST STARLIGHT from Oakland to L.A. Nov 7, and return Nov 11. The heavyweight, open-platform car is carrying excursionists to the annual convention of the Association of Railway Museums at Disneyland. One-way or roundtrip fares are available. Info from BAERA, Box 3694, San Francisco 94119..... AMTRAK WILL ADD a baggage car to the Minneapolis-Superior ARROWHEAD this month to carry skis, bicycles and mail..... THE FRENCH TURBOLINERS--a passing fad? Indications are that the Turboliners are an effective public relations device, but not so practical in the long run, as conventional equipment proves to be more flexible and acceptable to the public. The Turbos seem to function as a means of bringing a modern image to a given area, stimulating train ridership, after which they are moved on to another location for the same purpose (much like the nationwide tour of the TurboTrain in 1971 on a larger scale). Witness: the Turbos are being mostly pulled off the Chicago-St. Louis run and placed on the Chicago-Milwaukee route and the Chicago-Detroit. A recent Amtrak internal memo has placed a target date of one year from now for replacing of the Chicago-Detroit Turbos with "more flexible equipment" for "increasing passenger demands." You can expect the Turboliners to move westward, very likely to Los Angeles-San Diego and possibly elsewhere, as Amtrak experiments with the most effective "corridor" equipment for different locations. Meanwhile, spokesmen in the Seattle-Portland-Eugene "corridor" are expecting Canadian LRC's to turn up there as Amtrak tries out the new lightweight diesels. Or will Amcoaches become the standard for the nation's corridors? Or will different solutions be reached in different places?.....

* * *

RTN STAFF CORRESPONDENT Pete Roehm has been appointed by the Town of Rockport, MA to represent it on the North Shore Transit Improvements Project's Advisory Working Committee, part of the MBTA's feasibility and environmental impact analysis for transit in the North Shore Corridor from Boston along the Route 1/B&M Eastern Route direction of travel to Cape Ann and the New Hampshire line..... ELECTRIFICATION OF RAILROADS could effect big savings in fuel costs, GE vice president Thos. Vanderslice told a House committee recently. He said Conrail should be given more money to electrify more of its routes. He named the routes connecting Chicago, Cleveland, Albany, Pittsburgh, Toledo and Detroit as prime candidates for catenary..... AUTO-TRAIN CORPORATION announced fare increases effective Oct 1, approved by the ICC. The basic one-way Lorton, VA to Sanford, FL fare goes from $212 to $225. The purpose of the move was to increase revenues about 6%..... AMTRAK BOARD MEMBER Joseph V. MacDonald told the Washington Star this month that Amtrak will be hit hard by the USRA's restructuring plan for the Northeast. He said the plan requires Amtrak to pay the whole cost of upgrading the New York-Washington line altho freight will still share the route. This big expense might bankrupt the rest of the Amtrak system, he said, and questioned whether it really is necessary to make the NY-DC line a passenger-only line when it adequately handles a mixture of Amtrak, commuter and freight traffic right now. The director was also critical of the Penn Central's allocation of costs to Amtrak for running its trains. He pointed out that the MONTREALER, on PC much of its distance, costs 2½ times as much per mile as the Santa Fe's LONE STAR, and the BROADWAY costs nearly 50% more per mile than the SOUTHWEST LIMITED.....

* * *

AN UNUSUAL MOVEMENT of a tour group Oakland-Truckee one way added four coaches and a lounge to the S.F. ZEPHYR, train 6, on Oct 11, and set the train back 55 minutes on its eastward schedule..... THE SIERRA CLUB attacked the ICC in an editorial in its October bulletin, calling for a streamlining of the organization to permit faster movement toward railroad regulatory reform (as a means of promoting railroad usage, the most environmentally sound means of transportation), and urging it to comply with the National Environmental Policy Act in its deliberations. The editorial stated that "The superiority of trains in the energy-conservation and pollution-control fields makes revitalization of the railroads an important national priority".....

THE INLAND ROUTE, not the Shoreline Route, should have been made the prime Boston to New York line, editorializes the New Britain Herald (Oct 1), as it serves a market of 1.1 million more persons. The newspaper noted that track repair was a problem there, which Massachusetts has chosen to attack. It urged that Connecticut do the same, calling money spent on repairs "one of the best possible investments this state could make"..... OLD SP STATION in Berkeley, CA is being remodeled into a Chinese restaurant. The remodelers could make no estimate of the time involved. It seems to be progressing slowly..... JAPAN AIR LINES reports that since the Bullet Line was extended from Osaka to Fukuoka, its boardings fell 40.6% and between Tokyo and Fukuoka 28%..... ILLINOIS CENTRAL GULF'S noon report on Oct 6 featured the item reporting that the BLACK HAWK crew got the "highest ra5ing of all Amtrak operating train crews in a survey taken by Rail Travel News magazine." This finding has had a lot of publicity in the Midwest so far..... AND SPEAKING OF our Train Rating Survey, a lot of responses have already come in on the present one. The cutoff date is mid-December for ratings of trips taken since last June. We'll publish another rating information blurb in the next issue..... AMTRAK RECENTLY SUBMITTED to Congress its report "The criteria and procedures for making route and service decisions"..... AMTRAK HAS SET next spring as the target for commencing 403-B service between Milwaukee and Green Bay, Wisconsin..... NORTHWESTERN PACIFIC LINE was the scene of a passenger train of sorts Sept 22-23 when a 3-car SP directors special took president Biaggini and other officials from Oakland to Eureka CA for an inspection of the line. Passenger service (the REDWOOD) was discontinued on the route when Amtrak took over in 1971..... AND PRESIDENT BIAGGINI will be chairman of a luncheon for president Ford when he returns to San Francisco Oct 30..... AMTRAK WILL ADD Marion, Indiana as a flag stop for the RILEY/MOUNTAINEER on Oct 26. The stop is at 11:10am eastbound and 7:38pm west..... DEPT. OF TRANSPORTATION'S UMTA has approved a grant of over $18 to Connecticut which will in part permit complete electrification of the PC from New Haven to Greenwich. Bids for the construction work are already being taken..... A HUMOROUS NOTE from the FLORIDIAN derailment of Oct 1: two newlyweds, David and Therasa Lefield, have given up the idea of a honeymoon trip after their train to Florida derailed. Before that they saw Hurricane Eloise flood their vacation spot, and earlier the groom had an emergency appendectomy..... TWO CANADIAN RAILROADS, CN and CP, on Oct 1 were to hear the demands of railroad unions whose contract expires Dec 31..... HITTING 100 MPH: two Louisiana readers timed their ride on the SILVER METEOR (train 84) with a stopwatch not far north of West Palm Beach and found the mileposts passing once every 35 seconds..... NBC NIGHTLY NEWS on Oct 6 showed a backdrop of a slide of Kansas City. Symbolizing the city was a view of Union Station, for a story detailing a firemen's strike..... A GREYHOUND BUS between Chicago and Toronto was hijacked in Detroit Aug 31, and 38 passengers robbed of $35,000, the second such incident in an 8-day period..... A BIG FIGHT is br4wing in the Virginia legislature over the use of highway funds for mass transit..... AN UNUSUAL AD by Cadillac Motor Car division of GM appears in current magazines. It pictures the 1976 Eldorado convertible and terms it the "last of its breed," urging buyers to pick them up as collectors' items. It is to be the last convertible built in America.....

* * *

"KANSAS CITY MASSACRE," a TV movie seen locally last month, set in the 1930's, actually shows scenes at Sacramento CA from contemporary times. One notes the microwave tower, for exmple..... SPECIAL PRIVATE TRAIN from Philadelphia to Boston for the Princeton Harvard football game Nov 8 (the "Orange, Black and Crimson Express") will run, sponsored by Princeton Alumni. Info from Box 291, Princeton University, Princeton NJ 08540 (phone 609-45203350)..... AUTUMN LEAVES CANNONBALL takes off Oct 20 on the Clinchfield RR, roundtrip Spartanburg-Erwin, TN. Info from Box 2066, Augusta GA 30903 (phone 404-738-4551)..... TORONTO TRANSIT COMMISSION says its dial-a-bus service is in financial jeopardy. A decision to drop the service may be made this year.....

Routes	Per Cent On-Time Aug. '75	July '75	Aug. '74
METROLINERS	76.0	79.4	78.9
TURBOTRAINS New York/Boston	8.8	19.0	60.2
TURBOLINERS (Midwest)	66.5	71.0	73.9
SHORT HAUL			
Boston/Harrisburg	100.0	77.8	88.9
Boston/Philadelphia	59.6	67.0	92.8
Chicago/Carbondale	22.6	38.7	50.0
Chicago/Champaign	25.8	30.7	43.6
Chicago/Detroit	71.0	81.5	88.7
Chicago/Dubuque	83.9	90.3	95.2
Chicago/Milwaukee	94.4	92.3	86.8
Chicago/St. Louis	60.8	62.9	77.0
Chicago/Quincy	93.6	91.9	83.9
Chicago/Port Huron	98.4	93.6	----
Charlottesville/ Newport News	43.6	66.1	77.4
Detroit/Jackson	64.3	68.2	----
Los Angeles/San Diego	86.0	89.8	87.1
Minneapolis/Superior	100.0	100.0	----
New Haven/Springfield	67.0	64.7	62.4
New York/Albany	55.7	68.6	71.0
New York/Buffalo	50.0	67.7	66.9
New York/Montreal	58.1	75.8	----
New York/Syracuse	88.7	90.3	93.5
New York/Boston	42.9	41.1	65.1
New York/Harrisburg	90.5	75.6	70.5
New York/Philadelphia	90.3	85.2	88.2
New York/Washington	76.2	79.5	86.7
Oakland/Bakersfield	93.6	98.4	88.7
Philadelphia/Harrisburg	91.4	89.3	85.1
Seattle/Portland	96.0	98.4	90.3
Seattle/Vancouver	85.5	87.1	85.5
Washington/Cumberland	90.3	81.9	87.1
Washington/Harrisburg	36.4	39.3	63.6
TOTAL SHORT HAUL	76.2	77.7	81.0

ROUTE-BY-ROUTE SUMMARY
ON-TIME PERFORMANCE
(ICC METHOD)
August, 1975

LONG DISTANCE ROUTES			
Chicago/Dallas	88.7	80.7	----
Chicago/Florida	66.7	62.4	60.8
Chicago/Houston	61.3	56.5	82.3
Chicago/Los Angeles	80.7	77.4	62.9
Chicago/Norfolk	77.4	87.1	----
Chicago/New Orleans	22.6	33.9	48.4
Chicago/Oakland	96.8	98.4	95.2
Chicago/Seattle	96.0	91.1	94.4
Chicago/Washington	54.8	59.7	58.1
New Orleans/Los Angeles	29.6	57.7	57.7
New York/Chicago	0.0	0.0	0.0
New York/Detroit	56.5	71.0	----
New York/Florida	87.6	78.8	79.0
New York/Kansas City	1.6	0	1.6
Seattle/Los Angeles	56.5	79.0	68.3
St. Louis/Laredo	39.3	34.6	42.3
Washington/Boston	73.5	76.5	87.7
Washington/Montreal	62.9	69.4	83.9
TOTAL LONG DISTANCE	67.1	68.5	66.5
TOTAL AMTRAK	73.9	75.4	77.8

OUT SOON!

THE EXACT PUBLICATION DATE OF RTN'S RAIL TRAVEL YEARBOOK 1975 WILL BE ANNOUNCED IN THE NEXT ISSUE.

Be sure your order is in to be assured of early delivery!

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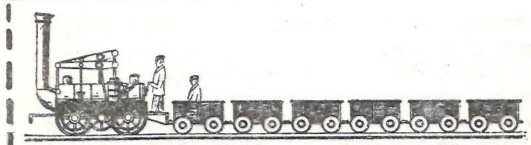

RTN'S RAIL TRAVEL YEARBOOK 1975, now in production, will be out soon. It promises to be a unique event in the history of passenger rail publishing.

QUOTES OF THE WEEK***

"Some people still think we're a sleeping car company. But we haven't built a sleeping car in decades... When the world needed sleeping cars, that was our business. Now the world needs food, steel, energy, transportation and distribution systems, mass transit engineering. So these are our businesses."

--from current Pullman Incorporated ad

(Wake up, sleeping car company. The world needs sleeping cars too.)

Urban-Suburban Transit

THE SOUTHERN PACIFIC had a deficit of $5,274,000 on its San Francisco-San Jose commute service in 1974, according to an independent audit released Sept 29. The figures were publicized as Santa Clara county is in the midst of negotiating with SP to extend commute train service, under public subsidy, to other areas, including Cupertino, Los Gatos and Gilroy. County spokesmen were surprised at the low deficit found.

PERSONAL RAPID TRANSIT system at Morgantown, WV started carrying passengers Oct 3. UMTA is funding the 1-year demonstration project at the University of West Virginia, earlier the subject of controversy concerning its high price. It carried 2000 riders the first morning of operation. By Oct 27 it will be running a full 13hrs per day.

ANOTHER PEOPLE MOVER, at the Dallas-Fort Worth Regional Airport, is not operational, and the manufacturer, LTV Corp., is being sued by the cities for $200 million.

RESTRICTION OF AUTOMOBILES from central business districts of cities will be tried next year in demonstration projects in several American cities, said Federal Highway Administrator Norbert T. Tiemann in a Sept 23 speech.

THE SEPTA SYSTEM put back its bar cars on the Liberty Liners on the Red Arrow Division Sept 22, after they were removed last March because of power shortages to the electrically-powered trains. The 13.7-mile run goes from Norristown and 69th Street.

FOUR BOND ISSUES will be on the New Jersey ballot next month, to fund public transportation. A $600 million bond issue is being pushed by the "Transit Yes Committee" headed by Richard J. Sullivan, former Commissioner of Environmental Protection, who was appointed to the post this month.

DEPARTMENT OF TRANSPORTATION this month approved Washington DC's plan to transfer funds from parts of two proposed but unwanted freeways to construction of the city's Metro system. Meanwhile, some officials in northern Virginia want to postpone the Metro's opening because the first 4½ miles will be lightly used but a financial burden to the system at first. And Rohr Corporation said late last month that part of its financial woes are due to a too-low bid for building the Metro cars.

CONSTRUCTION OF NY'S Second Avenue subway line was terminated late in September by Mayor Beame because the state has not come up with construction funds. The MTA reports that transit ridership has been reduced 2% by the recent fare increase. On the Long Island Rail Road, however, ridership increased somewhat despite higher fares.

THE LOVABLE BUS? New York City last month cancelled the franchises of two bus lines that compete with the Long Island R.R. on the grounds that they contribute to pollution. Bus riders from Suffolk County were up in arms, saying they prefer the vehicle, and so the bus ran illegally this month, loaded with its loyal passengers, and at last report the city had not retaliated.

CANADIAN NEWS BRIEFS: A burning CP Rail tank car near Clanwilliam station near Revelstoke caused the closing of the line and the Trans-Canada Highway on Sept 20. Cause was a freight derailment on the route of CP's CANADIAN..... As the CP gradually withdraws its services on the E&N Railway, Vancouver Island legislators are threatening to take back land owned by the railroad on the island..... The head of the Canadian Federation of Mayors and Municipalities has criticized federal urban transportation policy as a "sham and a fraud".....

"AMTRAK BLUES"

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Send a donation today for newsletter. Write:

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610-G San Gabriel Ave.
Albany, Calif. 94706.

Express Ads

AMTRAK E-UNIT # 404 ... WHERE ARE YOU?

AMTRAK E-Unit 404, Formerly SAL 3060, SCL 599, location and current assignments sought. Reply by postcard or letter - postage will be reimbursed - to James Hal Selzer, Jr., P.O. Box # 504, Slidell, Louisiana, 70458.

AMTRAK BLUES....Special Edition....A Year of Amtrak Blues 1974-75...all back issues of the famous little bluesletter that has been shaking up Amtrak management and the railroad community: scandals, exposes, inside scoop, hot tips on rail travel. John Maybury, 610-G San Gabriel Avenue, Albany CA 94706. Please send donation (suggest $5) to cover cost of printing, postage and handling.

Colorado Midland 1902 timetable reprint, most colorful ever issued in Colorado, Indian on horseback, etc. $1.25 postpaid. Many other Colorado reprints. Colorado Railroad Museum, Box 10, Golden, Colo. 80401.

ATTENTION, ADVERTISERS: Want your ad in RTN's special Fifth Anniversary Issue (1st Dec. Issue)? To be assured of space, please place your order before Dec. 1. ADVERTISING RATES: Express Ads: 50¢ per line of 80 spaces. Display Ads: (camera-ready copy; small extra fee for setting up non-camera ready material) $25 per page (5x8), half page $12.50, quarter page $6.25. Rear cover, when available, $25 for 5x6 space. RAIL TRAVEL NEWS, Ad Dept., PO Box 9007, Berkeley CA 94709.

THE SUBSCRIPTION RATE to RTN will have to rise at year-end because of the Postal Service's planned 30% first class rate increase. But you can still order as many years of RTN as you wish at only $8 per year (24 issues yearly) by first class mail in North America, or 3rd class overseas. Rail Travel News, PO Box 9007, Berkeley CA 94709. Send check or ask us to bill you.

DRAWING ROOMS ON AMTRAK! It's possible, on occasion, to travel in drawing room luxury at bedroom prices. For full information, contact "the train people" at GREAT WESTERN TOURS, Sheraton- Palace Hotel, 9th Floor, San Francisco 94105, or call us at (415) 398-2994. And of course moneysaving "family plan" applies!

Boston Elevated and San Francisco Municipal uniform buttons, 70¢ each. Oahu Railway and Pennsylvania, 80¢ each. Grand Trunk and Washington Terminal, $1.25 each or all six $4.95. J. Lajoie, 22 Stevens, Methuen, Mass. 01844.

FOR SALE: McCormick Jupiter 60 Whiskey Decantur set consisting of engine, tender, mail car, and 3 passenger cars. Total 6 pieces. Mint condition. Best offer over $100. William L. Staiger, 4160-A King George Dr, Harrisburg PA 17109.

Help Wanted: Passenger stories. Are you getting them "Amtrak Blues." Editor: John Maybury, 610-G San Gabriel, Albany, Calif. 94706.

From your place, go hear the WORD from the EXHIBIT ON RED CARS, WORD IS: So Go! Your RED CARS stand in the way of a freeway! Calif. Museum of Sci.&Industry in LA's Exposition Park--near Rose Garden--till Nov.9. "5" bus fm Union Sta.--RJS

WANTED: Northern Alberta Railways public passenger timetables and dining car menus. William L. Staiger, 4160-A King George Drive, Harrisburg PA 17109.

LUXURIOUS open-platform lounge-observation car available to groups of 25 for Oakland/Reno fun trips. R/T cost for group of 25 - $59 ea. LA CONDESA, 969 Santa Ysabel, Baywood Park, CA 93402. Phone (805) 528-1002 6-11p.m.

CIVIL RIGHTS of passenger trains, THAT's what is THE AMTRAK LAW!!! As passenger train advocates, you're most effective when first you KNOW your CIVIL RIGHTS of passenger trains, and then use them to expedite your worthwhile goals. You want speed? What is the LAW on speed of Amtrak trains? You're concerned with Union Station? What does the LAW provide to help you? You would modify a route, on some other railroad, perchance? What does the LAW say about that? Can the ICC help? Now that sensible commuter train you want... Expediting the improvement of low-cost rail transit, catalyst Robert J. Swan edits this most up-to-date edition of THE AMTRAK LAW, from Box 1866, Long Beach CA 90801; $6.

WANTED: PRR Shenango Mountain Laurel china. All types. Also PRR silverplate. William L. Staiger, 4160-A King George Drive, Harrisburg PA 17109.

THREE RAILFAN FUN-TRAINS-- YOU'RE INVITED: #1 MEXICO (Jan 17-Feb 2) Mexico City, Veracruz (streetcars), Oaxaca, Puebla, Trip of Thousand Wonders. #2 WINTER SNOW (Feb 16-Mar 6) 9341 miles, Moffat Tunnel, Donner Pass, Rogers Pass, Cross Canada in Winter, Montreal, Adirondack, New York City, Bicentennial Philadelphia. #3 MEXICO (Mar 20-Apr 4) Acapulco, Taxco, Guadalajara, Copper Canyon Rail trip. Write for details: MIDWEST TRAVEL, 2936-R Bella Vista, Midwest City OK 73110.

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